

Intimations.

The Old
Familiar Beverage
**STONE GINGER
BEER,**
VOCAL "POP."



\$1.75 per doz., less \$1.00 allowed
Bottles returned.

**WATKINS,
LIMITED,**
CHEMISTS, AERATED WATER
MANUFACTURERS,
APOTHECARIES HALL.

No. 68, Queen's Road Central, Hongkong.
FACTORY:—Mason's Lane.
WAI KIN TAI YEUK FONG.
房樂大威

Branches also at
Canton, Shanghai, Hankow and Peking.
Hongkong, 16th February, 1902. [714c]

HONGKONG SUBSCRIPTION
LIBRARY.

18, Bank Buildings, Wyndham Street.
FOUNDED in 1891, by DR. CANTLIE,
and conducted for several years by
H.E. POLLOCK, Esq., K.C.

TRUSTEES:
HON. J. H. STEWART LOCKHART, C.M.G.,
G. B. DODWELL, Esq.,
R. SHEWAN, Esq.

SUBSCRIPTIONS:—Payable in Advance.
\$7.50 Per Half Year.
or
\$1.40 Per Month.

The Library contains, in addition to Fiction,
a number of Standard Works on Biography,
History, Travels, &c., and Works of Reference;
and it is hoped to maintain it up to date.
Intending Subscribers are requested to
apply to

CAPTAIN SPENCER,
Hon. Secretary and Treasurer,
Ordinance Office.
Hongkong, 18th December, 1901. [1413c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 7 Cask of 375 lbs. Net ex Factory.
\$3.50 7 Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 15th March, 1902. [19]

**WILLIAM MACLEOD, D.D.S.,
DENTIST.**

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor. [77d]

**POWELL'S
GREAT SALE,
TO-DAY! TO-DAY!!**

ALL NEW GLOVES.

GENTS
LADIES

\$1.25
\$1.00

MUST CLEAR.

BEAUTIFUL SILKS UNDER
COST.

EVERYTHING THROUGHOUT THE STORE REDUCED FOR
10 DAYS ONLY.

H. G. HECKFORD,
Manager.

Hongkong, 12th March, 1902.

BANJOS

STEWART AND BAUER'S

"20th Century" and "Thoroughbred"
also

"WASHBURNS."

MANDOLINES, GUITARS,
STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,
Hongkong, Shanghai & Singapore.

Hongkong, 28th January, 1902. [935c]

Co-day's
Advertisements.

THEATRE ROYAL,
CITY HALL.

MR. HENRY DALLAS' MUSICAL
AND DRAMATIC CLUB.

GRAND OPENING NIGHT
TO-NIGHT! TO-NIGHT!
(MONDAY) March 17th.

The latest Musical Comedy now drawing
crowded houses at the GAIETY THEATRE,
London.

THE TOREADOR.

The following pieces will be played during
the first week of the season.

MONDAY, Mar. 17, THE TOREADOR.
TUESDAY, "18, H.M.S. *Irresistible*.
WEDNESDAY, "19, "
THURSDAY, "20, THE GEISHA.
FRIDAY, "21, "

PLAN at THE ROBINSON PIANO CO.
PRICES AS USUAL.

A Late Train will run to the Peak and a
launch leave for Kowloon after the Performance.
Hongkong, 17th March, 1902. [398d]

"BARBER" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "MARISTOW,"
FROM NEW YORK, STRAITS AND
MANILA.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 24th instant, will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Underwriters on or before the 24th
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th instant, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 17th March, 1902. [324d]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

CONSIGNEES of CARGO per Steamship
"DORIC"

are hereby notified that their Goods are at their
risk being discharged into Lighters and/or
landed into our Godowns at Wanchai and
delivery may be had either from Lighters or
from our Godowns upon countersignature of
Bills of Lading.

Goods remaining unclaimed after the 24th
instant, will be subject to rent.
No Fire Insurance has been effected.
J. S. VAN BUREN,
Agent.

Hongkong, 17th March, 1902. [1]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship
"SUISANG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M., the 19th instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 17th March, 1902. [325d]

Co-day's
Advertisements.

HONGKONG GENERAL CHAMBER OF
COMMERCE.

THE ANNUAL GENERAL MEETING OF
THE MEMBERS OF THE HONGKONG
GENERAL CHAMBER OF COMMERCE will be
held on MONDAY, the 24th March, 1902, at
3 P.M., at the CHAMBER ROOM, CITY HALL, for
the purpose of receiving the Report of the
Committee and passing the Secretary's Account
for the year ended 31st December, 1901.

By Order,
R. CHATTERTON WILSON,
Secretary.
Hongkong, 17th March, 1902. [339d]

NOTICE.

I HEREBY beg to give Notice that I have
This Day HANDED OVER CHARGE
of this Agency to Mr. E. W. NUTTALL,
J. BROWN,
Agent for SMITH BELL & Co.,
Manila.

Hongkong, 17th March, 1902. [339d]

WANTED.

FOR THE CANTON CLUB.

A LIBRARIAN capable of Revising and Re-
organising the Catalogue of the Books—
English, French, and German, in the Library.
Apply, stating Salary required, to the
SECRETARY,
Canton Club.

Canton Club, 15th March, 1902. [338d]

EOTHEN MARK LODGE,
No. 264.

A REGULAR MEETING of the above
LODGE will be held at the FREEMASON'S
HALL, Zethand Street, on MONDAY, the
24th instant, at 5.30 P.M. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 17th March, 1902. [337d]

TO LET.

STONY BROOK COTTAGE (with Garden),
No. 4, LOWER RICHMOND ROAD.
Apply to Chinese Dept. of
A. S. WATSON & Co., LTD.,
Hongkong, 17th March, 1902. [331d]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
The Company's Steamship.

"PERLA"
Captain G. T. Haxland, will be despatched for
the above Port, on TUESDAY, the 18th instant,
at 5 P.M.

The Attention of Passengers is directed to
the Excellent Accommodation provided by this
Steamer. She is fitted throughout with the
Electric Light and is supplied with a Refrigerating
Chamber.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 17th March, 1902. [332d]

COMPAGNIE DES MESSEAGERIES
MARITIMES.
PAQUETOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.
The Company's Steamship.

"YARRA"
Captain Neigre, will be despatched for the above
Ports, on or about SUNDAY, the 23rd instant.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 17th March, 1902. [1004c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship
"NANKIN"

FROM BOMBAY AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From Persian Gulf, ex S.S. *Assyria*.
Goods not cleared by the 23rd instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.
E. A. HEWETT,
Superintendent.

Hongkong, 17th March, 1902. [4]

Intimations.

EDUCATION:
WEI-HAI-WEI SCHOOL.

AN ENGLISH SECONDARY SCHOOL
where a thorough all-round education is
provided on modern lines.
Pupils prepared for the Public Schools, the
Royal Navy, and for commercial life.
Bracing climate. Healthy situation, facing
South.

Half term, March 15th.
Summer term begins May 5th.

PRINCIPALS:
HERBERT L. BEER, London University, L.C.P.,
Sometime Assistant Master of Trinity College, Cornwall.
CHAS. E. BEER, London University, L.C.P.,
late of Queen Elizabeth's Grammar School, Blackburn,
Lancs.

20th February, 1902.

C. E. WARREN,
BUILDING CONTRACTOR,
WYNDHAM STREET (Opposite to the
CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED
and FIXED. DRAINS, TRAPS,
WASTE PIPES, &c. CLEANSED and RE-
PAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC TILES.
Price on Application. [558c]

NEW VICTORIA HOTEL.
ROTISSERIE,
Maid to the Door.

CHOPS, STEAKS, &c., &c., at any time,
between 7.30 a.m. and 11 p.m.
Monthly Dinner at Moderate Rates.
Madam & Forner,
Proprietors.

Hongkong 2nd September, 1901. [958c]

Intimation.

**A. S. WATSON & Co.,
LIMITED.**

ESTABLISHED A.D. 1841.

We take this opportunity to state

that our

**AERATED
WATERS**

are made solely with the water pro-
cured from the Government Tytam

Reservoir and specially filtered in our

large storage filters on the best

scientific principles.

Our Aerated Waters are thus Absolu-
tely pure and consumers of them

may feel themselves quite secure

against contracting cholera by liquid

agency, which it is comparatively

easy to do by drinking impure water.

A. S. WATSON & CO., LIMITED,
Aerated Water Manufacturers,
The Hongkong Dispensary.

MARRIAGE.

At St. Peter's Church, Hongkong, on the 17th
March, 1902, by Rev. J. H. France, HELENE,
CLARE, fifth daughter of the late F. O. Hanisch,
to ERNEST MANNING, youngest son of the late
F. J. Hazeland. [326d]

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 17, 1902.

REUTER'S TELEGRAMS.

**SOUTH AFRICA—RELEASE OF
LORD METHUEN.**

LONDON, March 14th.

A despatch from Lord Kitchener states
that Lord Methuen arrived at Klerksdorp
on the 13th instant, that he is doing well,
and that everything possible is being done
for him. The newspapers pay a warm
tribute to the generosity and chivalry of
Commandant Delaroy.

LATER.

SOUTH AFRICA—POSTPONE-
MENT OF KRITZINGER'S TRIAL.

The trial of the captured Boer Com-
mandant Kritzinger has been postponed for
the further consideration of evidence.

THE KING AND THE IRISH.

It is believed that the King's decision in
regard to his projected visit to Ireland is
largely due to the behaviour of the Irish
members in the House of Commons, and
partly to the unsatisfactory condition of the
country owing to the Agitation League.

THE JAPANESE BATTLESHIP
"MIKASA."

The new Japanese battleship *Mikasa* has
sailed for Japan.

LOCAL AND GENERAL.

THE CRIMINAL SESSIONS commence
to-morrow.

H.M.S. *VESTAL* is expected to arrive here
about the 24th inst.

MJ. S. R. MOORE is appointed Deputy
Registrar of the Land Court.

EYE-LAWS relating to slaughter houses out-
side the City limits are published in the *Gazette*.

VAGRANCY.—At the instance of Inspector
McNab, Henry Husey, a vagrant, was sent to
the house of detention.

THE TRIAD SOCIETY.—During 1901 three
men were arrested and convicted of being
members of the Triad Secret Society.

A CONCERT will be held to-night at the
St. Patrick's Club. Several well-known local
gentlemen are taking part in the proceedings.

COTTAM & CO. NEW HATS.

CAPT. J. H. UNDERWOOD, of the Hong-
kong Volunteer Corps, has been granted leave
of absence from the 21st instant to the 20th
December.

CRIME.—In 1901, for serious offences 1,710
persons were convicted and 458 discharged,
while the convictions for minor offences num-
bered 7,395 and acquittals 729.

A LIBRARIAN, capable of revising and re-
organizing the catalogue of the Canton Club
Library, consisting of English, French, and
German books, is advertised for.

REVISED SCALES OF FEES to be paid by
patients at the Government Civil Hospital the
Lunatic Asylum and the *Hygeia* on and after
1st April next, are published in the *Gazette*.

MURDER.—In 1901 four cases of murder
occurred in the Colony. Arrests were made in
three cases and three men were hanged, while
two men and a woman received life sentences.

TWO FATAL CASES OF CHOLERA oc-
curred yesterday, the victims being both Chinese.
The first case was discovered at 3 Un Sling
Lane, and the latter in No. 3, Des Voeux Road.

RUSSIA AND JAPAN.—As we are going
to press, we are informed from Chinese sources,
that telegrams have been received here from
the North of an alleged rupture between Russia
and Japan.

THE CHOLERA IN CANTON shows no
sign of abating. From advices received we
learn that the fell disease is raging in Honam.
On Saturday over one hundred deaths were
reported.

MANSLAUGHTER.—In 1901 there were
five charges of manslaughter made in the
Colony. In four cases the prisoner was dis-
charged, and in the fifth sentenced to three-
years imprisonment.

BEFORE MR KEMP this morning Mr. H.
E. Haggard of the Public Works Department
charged The Tin Yick Company, contractors,
for encroaching on Crown land at Murray
Road. The charge was proven and a fine of \$20
was paid.

DOGS.—Hongkong is apparently not so
doggy as some folks believe. During 1901
2,484 dogs were licensed, 12 watch dogs
received licences free of charge, 67 were de-
stroyed and 43 were seized and restored to
owners or ransomed.

THE MASTER OF THE WEST RIVER
TRADER S.S. *Tung Kong* was charged at
the instance of P.C. Wade for entering the
harbour with 173 passengers in excess of the
number allowed by his licence. Evidence was
taken and the charge dismissed.

ANTI-VACCINATORS.—Apparently the Go-
vernment are very keen on the subject of vac-
cination. This morning before Mr. Kemp
seven persons were charged for failing to satisfy
the Registrar-General of the successful vaccina-
tion of their children. They were each
fined \$5.

APPARENTLY THE RECENT FIRES in
Canton has done the city a certain amount of
good. We learn that the Viceroy has given
orders that in future all houses in course of
erection are to be built of good material, with
room for plenty of ventilation and light. The
streets are also to be widened by one foot on
either side.

THE RETURN OF VISITORS to the City
Hall Library and Museum for the week ending
16th inst., shows—

	Library.	Museum.
Non-Chinese	266	78
Chinese	131	2,927
Totals	397	3,005

RICHARD ELBERT of S.M.S. *Kaiserin
Augusta* was charged with being drunk, and
doing damage to the extent of 40 cents, and was
fined \$3 by Mr. Kemp this morning and order-
ed to make good the damage by compensating
the plaintiff in the sum of 40 cents. In both
cases the fines were paid.

BOARD OF TRADE EXAMS.—A *Gazette*
notification shows that during 1901 the follow-
ing Board of Trade certificates were granted
to candidates examined in Hongkong:—Mas-
ters 23; First Mates 23; Second Mates 45;
Only Mates 2; First Class Engineers 24 and
Second Class Engineers 44.

WHAT MIGHT HAVE BEEN.—The
Yachtman says:—"Mr. Kipling's recent
reference to 'flannelled fools' and 'muddled
oafs' must cause a feeling of thankfulness
among yachtsmen that this is not a naval war.
'The Salted Swine at the Tiller, and the (some-
thing) Man at the Wheel' is the least offensive
description to which we may look forward when
Mr. Kipling's liver becomes congested during
such a conflict."

SARCASTIC.—Yesterday a neat little, black-
bordered circular, headed with a cut of a
football field and bearing the following
touching obituary notice was sent round
the Fleet:—"The latest despatches from
the China Station state that during the recent
manoeuvres on Happy Valley at Hongkong,
H.M.S. *Glory* struck a rock (D. Company) at
4.15 p.m. on the 15th March, and went down
with all hands in one hour and 30 minutes.
R. I. P."

ASSISTANCE FROM THE CHINESE.—In
his report for 1901 the Acting Captain Su-
perintendent of Police says:—"Since the middle of
the year under review, the Chinese Provincial
Authorities have maintained a force of soldiery
along the northern boundary of the New Ter-
ritory, who have co-operated with our Police
in preventing the incursion of armed robbers
into our territory. This has had a good effect
and has enabled the force in the New Territory
to be very considerably decreased, without any
noticeable increase in serious crime."

**COTTAM & CO. NEW CARVES and
TIES.**

FROM ALL PARTS OF CHINA we notice
that there is a certain feeling of unrest due to
the heavy imposition of taxes, to meet the
indemnity. An Hing, the capital of An Hui
is now in the throes of a strike, chiefly by the
agricultural classes who contend that unless
certain reductions are made in the taxes they
will not supply the markets with supplies.

JUDGMENT WAS GIVEN at the Supreme
Court this morning by the Acting Chief Justice,
His Lordship A. G. Wise, in the case of the
collision on the West River between the
Hong Chau and the *Tung Kong*, which occurred
on January 1st. After fully considering the
evidence, His Lordship found that the *Tung
Kong* improperly tied to pass the *Hong Chau*
and was solely to blame. The owners were
condemned in costs with the usual reference
to the Registrar.

THE U.S.S. FLAGSHIP *NEW YORK*,
carrying the flag of Admiral Rodgers arrived
yesterday from Manila and exchange of
salutes took place. The *New York* is an
armoured twin screw steel cruiser with a
displacement of 8,433 tons and was built in
Philadelphia. Her chief armament consists of
6 8-in and 12 4-in guns and 8 6-pr and 2 1-pr.
She also carries two torpedo tubes. Her
estimated speed is 21.0 knots, and has a
complement of 562 men.

FROM CHINESE SOURCES we learn that
on the evening of the 9th instant—while the
wife of the American Minister at Peking was
taking a walk on the bridge of the Puk Yee
Lo, stones were thrown at her, happily with no
bad results. She immediately reported the
matter to the Foreign Court. The mandarin
in charge at once issued strict injunctions to
his officers to have the culprit for culprits ar-
rested, and to administer a sound thrashing
with the bastinado. Should the culprit or
culprits be a youngster, the parents of the child
would have to suffer. So far we have heard of
no arrests being made.

DIED IN THE STREET.—Yesterday
afternoon, when a representative of this paper
was taking a stroll along Des Voeux Road
Central his attention was arrested by a crowd
of gaping Chinamen gathered around a body
which was lying in the gutter—apparently in
extremis. On enquiry, he learned that the
man, who was carrying a bundle of clothes,
was seen to totter and fall prone on to the
ground. Thinking that it was a case of cholera,
our representative telephoned to the Central
Police Station, when immediately an ambulance
was brought down. The poor man expired on
the way to the hospital and the cause of death
has since been reported as cholera.

THE TRIPLE COLLISION IN THE HARBOUR.

"TAI CHEONG" SOLELY TO BLAME.

In the Supreme Court this morning the Acting Chief Justice Mr. Lordship A. G. Wise delivered judgment in the case of *s.s. Tai Cheong v. s.s. Skramstad*.

His Lordship said:—These actions are the outcome of a collision or collisions that took place on November 23, 1901, somewhere to the north of Braemar Point, at about 5.45 p.m. Braemar Point is not named on the chart, but is a point about half-way between Quarry Point and North Point on the northern shore of Hongkong. It appears from the pleadings and evidence that, on the evening in question, the German steamer *Tai Cheong* was on a voyage from Hongkong to Swatow, and that the Norwegian steamer *Skramstad* was on her way from Amoy to Hongkong in ballast. About the time above mentioned, the two vessels collided and a third vessel, namely the *s.s. Perla*, which was following, ran into the *Tai Cheong* and glanced off on to the *Skramstad*. Five writs were taken out, namely Nos. 12 and 14 of 1901 being cross actions between the *Perla* and *Tai Cheong*, and Nos. 13, 15 and 16 being actions between the *Tai Cheong* and *Skramstad*. By consent, the three last actions were consolidated, and it was ordered that they should be tried first and the other two should stand over until the decision in the *Tai Cheong* and *Skramstad* actions had been delivered. The case came on for hearing before myself and two assessors. Although, as is usual, each side attributes many faults to the other, yet in this case there are really only two questions to be considered and those are (1) the actual place of collision, and (2) the course taken by the *Skramstad* after getting through Lai Mun and the course taken by the *Tai Cheong* after passing Blackheads point. That is practically the course taken by each vessel after sighting the other. Now, with regard to the first point, it was contended on behalf of the *Tai Cheong* that the collision took place about 300 yards from the northern shore of Hongkong, and that being so, the *Skramstad* was on her wrong side of the channel, having regard to Article 25 of the Regulations for Preventing Collisions at Sea, and so was to blame. In support of this view there was the evidence of the Captain of the *Tai Cheong*, but I think it was of a very unsatisfactory nature both as regards his oral evidence and the course he drew on a chart; in fact his own counsel had to make some apology for him. On the other hand, the evidence for the *Skramstad* makes it quite clear to me that the collision took place much further off the northern shore of Hongkong than the Captain of the *Tai Cheong* states. It is perfectly certain that, after the actual moment of contact, the *Skramstad* was pushed by the *Tai Cheong* a considerable way towards the Hongkong shore, and also travelled some way after the vessels got clear, and sank some 200 to 300 yards North of Braemar Point. This is borne out by the evidence of the second engineer of the *Skramstad*, who states that his engines were going astern from 5.45 p.m. to 6.7 p.m. In addition to this, there is the evidence of a petty officer from H.M.S. *Humber*, who is an independent witness, and who was in a boat and watched the whole thing. It is quite possible his ideas of distance are not quite correct, but I see no reason to doubt the main facts of his story. The question of narrow does not arise in the case, as I am of opinion that the *Skramstad* was not on the wrong side of the channel, but was at a point considerably north of the point indicated by the Captain of the *Tai Cheong*. Although this is a question of fact, I may say that my assessors agree with me entirely that being so I now find, that even supposing it to be a narrow channel, a point which I do not decide, the *Skramstad* cannot be held to blame under Article 25. Now to turn to the second point, viz., the navigation of the vessels. Of course having come to the conclusion that the account of the *Tai Cheong* as to the place of collision is incorrect, I have to examine closely the evidence on her behalf as to her manoeuvres. According to the *Tai Cheong*, the red light of the *Skramstad* was first sighted, 1½ miles off, about three points on the starboard bow. The *Tai Cheong* then ported and the *Skramstad* opened her green light. The *Tai Cheong* blew one blast and then went full speed astern and hard a port. Just before the collision the *Skramstad* opened her red light. A collision occurred, and the *Skramstad* was cut in two, just abaft of her collision bulkhead. The captain of the *Tai Cheong* marked out the course of the two vessels on a chart (exhibit I) showing also the place of collision, but the course he attributed to the *Skramstad* was so extraordinary that even his own Counsel had to admit he was no draughtsman. If, however, his oral evidence was correct he was bound to denote a course similar to what he did, or he would have contradicted himself. As a matter of fact part of the argument was that the evidence of the *Skramstad* was too good to be true. The only other witness on behalf of the *Tai Cheong*, who had anything material to say as to this point was the first mate, and his evidence was only material as to what took place after the collision. He stated that in his opinion the *Perla* struck the *Tai Cheong* about at a right angle. If that was so I cannot help thinking, and I believe my assessors agreed with me, that the story told by the *Tai Cheong* as to her course is an impossible one. To account for the *Skramstad* getting so far to the Southward as the *Tai Cheong* alleges, it was argued that she wanted to anchor off Wan Tsai. There was no evidence on this point, and I have already stated I do not believe she was there. The story for the *Skramstad* is that after getting through the Lyceum Pass and getting to a

spot north of Penguin Shoal she headed for a bright light at the Admiralty Dock at Kowloon. She then saw the green light of the *Tai Cheong* 1½ to 2 miles on her port bow, (and probably some of those on board her saw the *Perla*'s lights, but for the purposes of this judgment I do not think it is necessary to go into that question). Shortly after the *Tai Cheong* shut out her green and showed her red light. The helm of the *Skramstad* was then slightly ported and the vessels approached red to red. Suddenly the *Tai Cheong* shut out her red light and showed her green. The helm of the *Skramstad* was put hard a port, and her engines full speed astern, but the collision occurred. Such are the two stories, and having once arrived at the conclusion that the collision occurred somewhere about where the *Skramstad* says it did it is obvious that of the two suggested courses that spoken to, by the *Skramstad* is the only possible one, and in this opinion I am supported by my assessors. On the evidence no other grounds of fault or default arise. The result, therefore, is that the *Tai Cheong* is solely to blame, and will be condemned in costs, and there will be the usual reference to the Registrar and merchants if necessary. I may mention that one of my assessors was of opinion that if the *Tai Cheong* had let her anchor before the collision it would have minimised the force of the blow.

FOOTBALL.

FINAL TIE FOR THE HONGKONG CHALLENGE SHIELD.

"GLORY" v. "A" COV. R. W. F.

A Great Game.

It was a great crowd that assembled at the Happy Valley on Saturday afternoon to witness the final of the above tie. Long before the time set apart for the kick off a great crowd wended their way in rickshas, chairs and carriages, and when the teams faced each other, under the whistle of Mr. Osok, M.S. Terrible, the crowd was estimated at seven to eight thousand people.

Naturally the Naval and Military were strongly represented and massed as they were found the four sides of the playing pitch presented a very unique appearance.

Punctually to time the teams lined up as follows:—

"GLORY."	
Goal.	Morgan.
Backs.	
Urquhart.	Lieut. Sherbrooke.
Halves.	
Watson.	Lane. Wade.
(Capt.)	
(Left) Forwards.	(Right)
Dowson, Bensford, Milford.	Moore & Cottell.
"A" COV.	
(Left) Forwards.	(Right)
Gregory, Andrews.	Stevens. Hunt Jones.
Halves.	
(Centre)	
Deegan.	Bevan. Croft.
Backs.	
Bellis.	Phillips.
Goal.	Rhodes.

The A Co. had to face a very strong sun; and the *Glory* supporters "beamed" when it was observed that Lane had been successful in spinning the coin. From the kick off it was soon evident that the usual Cup Tie tactics would be indulged in.

A foul against the A. brought the sailors all over the ball, but they were instantly checked by it being put out of play.

Another free kick shortly followed as the result of a foul throw, but Rhodes managed to clear without much difficulty.

The game was now assuming a very "warm" aspect both as to climatic conditions and to the energy infused into the game by the players.

Milford started his string of forwards in promising style, and it was left to Phillips to put the finishing touches on a very good run, but this player taking the ball from an offside position spoilt the effort entirely.

The *Glory* were now going very strong, but one noticed the absence of the Portsmouth Chimes, their supporters—too much excitement probably.

A Co. although facing a very strong sun now bucked up and in a combined rush bore down in the vicinity of their opponents.

After a bout of passing, Gregory fastened on the ball, at once releasing it to Andrews, who was in a better position to score. This player at once "banged" the ball into the net, Morgan having little or no chance to save.

The cheering was terrific, the supporters of A Co. continually calling on their pets to repeat the dose.

The *Glory*, after this blow, pulled together, but A Co. broke up the passing and quite demoralised for a time Milford and his four partners.

Two corners followed to A Co. in succession, but both were fruitless.

Half Time arrived with the score, A Co. one, *Glory* nil.

The sun was still very strong on the opening stages, but the *Glory* seized the first opportunity bringing the ball down, but Dawson shot "far and wide."

A Co. now reasserted themselves seemingly resenting the *Glory* attack for they at once adopted more vigorous methods with both man and ball; the result being a second goal, Gregory being mainly responsible, although Stevens actually "netted" the ball.

Andrews soon after this missed a great opportunity—nursing the ball he brought it down by himself to within shooting range, but as often happens in such cases, he could not sufficiently command the ball at the initial moment and failed to increase the already substantial lead.

"Come on *Glory*" was the cry, but the boys in "blue" would not or could not respond.

A Co. were awarded a foul and Andrews, who certainly had been very prominent during the game, put his team three ahead with a rather easy shot.

Glory *Glory* was voiced by a crowd of disappointed supporters and as though in answer to the cry a charge was at once apparent. Away they came. Milford, the pivot of the forward rank, set his boys in motion and they swept down all opposition and the effort was rewarded by Moore bearing the ball into the net.

"Why could't you do it before?" was the wail of the "blues."

From the kick off again the Navy took possession, and again the forwards swooped down the now somewhat disconcerted opposition, and as the result of give and take, play in front of goal *Cher* notched number 2.

Hardly more than two minutes from time the *Glory* were still in Fustler ground but their effort was late, the whistle sounded and one of the best contested games ended in a win for A Company by 3 goals to 2.

A FEW NOTES.

It has been written that A Co. were looked upon as favourites. I think not. The *Glory* after accounting for the Club were very strong, fancy and the dollars were there to support them.

A Co. were decidedly the heavier team and even lot. But it is patent to any follower of the game that a cup tie will always upset the best of teams, for I think that *Glory* were by far smarter as a team than A Co., but with extra weight the A Co. adopted the hustling kick and rush game.

After the struggle Mrs. Stewart Lockhart, wife of the future Commissioner of Wei Hai Wei presented the shield and gold badges to the winners. The skipper of the eleven, in return presented a very handsome bouquet.

The Hon. J. H. Stewart Lockhart replied on behalf of Mrs. Lockhart.

Whilst sympathising with the losers he warmly congratulated the winners and also referred to Mr. Frank Brown in the most glowing terms for the very competent way the arrangements had been carried out.

I would suggest that the next game of importance, which I believe is our annual fixture, Scotland v. the World, might be devoted to some local charity. The "Gate" is bound to be good and the team, well, not selected yet, so more about this anon.

One word more; the grand stand was totally inadequate to admit "paying" members. Chairs were placed in front; but were totally insufficient; five hundred more might easily have been hired and at 50 cents each would certainly repay the club. Many ladies were obliged to stand throughout the game and their escorts would willingly have taken a chair had there been one available.

CRICKET.

PARSEE CRICKET CLUB v. H.M.S. "TAMAR." This Match was played on the Naval Ground at the Happy Valley on Saturday last, and ended in a victory for the former. Scores:—

PARSEE. C. C.	
S. H. Commissariat, c. Hill, b. Morrison.....	2
R. B. Cooper, c. Ayres, b. Boyce.....	3
R. Pestonji, l. b. w. b. Boyce.....	11
M. J. Doctor, run out.....	11
F. E. Ebrahim (Sub), l. b. w. b. Morrison.....	0
C. B. Movrala, b. Morrison.....	0
D. R. Captain, c. Morrison, b. Fawcett.....	39
B. D. Tata, b. Fawcett.....	0
J. M. Master, c. Boyce, b. Morrison.....	0
B. P. Tavaria, b. Boyce.....	0
A. D. Avasia, not out.....	6
Extras.....	12
Total.....	88

H. M. S. "TAMAR" C. C.	
Fawcett, c. Commissariat, b. Pestonji.....	3
Boyce, c. Commissariat, b. Pestonji.....	12
C. A. Ormsby, b. Doctor.....	0
Hill, b. Doctor.....	0
Cole, c. Tata, b. Doctor.....	5
Morrison, run out.....	0
Mason, b. Pestonji.....	3
J. H. Varcoe, c. and b. Doctor.....	1
Corder, c. Ebrahim, b. Pestonji.....	0
Paul, not out.....	0
A. Henwood, retired.....	0
Extras.....	3
Total.....	27

CANTON NOTES.

(From Our Own Correspondent.) CANTON, March 14th. CHOLERA.

Fritz Brocklebank died this afternoon from cholera. Mr. Brocklebank returned from Hongkong this morning on the *s.s. Poswan* in apparently good health. About ten o'clock the doctor was called and at half past three he was dead. Mr. Brocklebank leaves a wife and three children. As soon as it was known that death had claimed its victim the flags on Shamien and on the ships were lowered to half mast.

CHOLERA IN THE CITY.

It is very difficult to ascertain to what extent cholera is prevalent in the city. All kinds of rumours are afloat. Some persons who claim to know say that not less than fifty persons die daily in the city from cholera. I think this an overestimate. For a short time about twenty persons died each day near the upper end of Shamien. Honam reports a few cases. Posing through the city one notices a good deal of activity in the coffin shops, but these shops report the sales of coffins as about as usual during this time of the year. I think it is certain that the disease has not yet assumed an epidemic form and further that the number of deaths is not on the increase. The disease continues to be unusually fatal. No case of recovery is yet reported.

FIRE.

A very severe fire visited Shek Lung on the East river a few days ago. Nearly one hundred houses were destroyed.

COTTAM & CO. ENGLISH and AMERICAN SHIRTS, BOOTS and SHOES.

COTTAM & CO. FLAID RUGS and SILK MUFFLERS.

Auction.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions from Mr. YOUNG CHOK HIN to sell by PUBLIC AUCTION,

on WEDNESDAY, the 19th March, at 3 P.M., At their Sales Rooms, No. 20, Des Vaux Road, IN TWO LOTS.

If not previously sold by Private Contract, THE VERY VALUABLE LEASEHOLD PROPERTY.

LOT 1.—Being a portion of the Reclamation of Marine Lot No. 18, being 80 feet deep and having a frontage to the Des Vaux Road of 40 feet, 6 inches and a width at the South end of 43 feet, 6 inches situated at the Western end of the Reclamation and any Reclamation rights of the Vendor, (except the wharf rights which the Vendors retain but so that the stem of the wharf shall not be constructed in front of the premises sold) subject to the payment of the rent and the performance of the covenants and conditions to be received and contained in the Possessory Agreement and in the Crown Lease of the premises when granted.

Total area of Section A of Marine Lot 18—being 3,600 square feet.

LOT 2.—All that piece or parcel of ground together with Building thereon situate in the LAN KWAI FONG, in the Colony of Hongkong, containing in the whole an area of 661 square feet or thereabouts and registered in the Land Office as Inland Lot No. 921 abutting on the North West side thereof on LAN KWAI FONG and measuring thereon 14 feet, 5 inches on the South East side thereof on Inland Lots No. 1,006 and No. 1,007 and measuring thereon 45 feet, 0 inch and 1/2 on the North West side thereof on Inland Lot No. 992 and measuring thereon 45 feet, 9 inches which said piece or parcel of ground hereby expressed to be demised contains in the whole 661 square feet for 999 years from 26th June, 1813. Annual Crown Rent \$80.

For further Particulars, apply to HUGHES & HOUGH, Auctioneers.

Hongkong, 11th March, 1902. [307d]

Intimations.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS. THE FIFTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on THURSDAY, the 20th March, for the purpose of receiving the Report of the Director, with a Statement of Accounts to the 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 20th instant, both Days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 6th March, 1902. [277d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE NINETEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the OFFICES of the General Agents, No. 14, Des Vaux Road, Victoria, on SATURDAY, the 22nd March, 1902, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 22nd instant, both Days inclusive.

SHEWAN TOMES & CO., General Managers.

Hongkong, 10th March, 1902. [306d]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE. THE TWENTY-FOURTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Peddars Street, on THURSDAY, the 27th March, 1902, at 12.15 P.M., for the purpose of receiving their Report and Statement of Accounts to 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th instant, both Days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 6th March, 1902. [279d]

BRITISH NORTH BORNEO. WANTED. AS POSTMASTER, British North Borneo Government, a CLERK experienced in Postal Matters. Salary \$50 per mensem. Apply giving full Particulars and Testimonials to the Secretary to the Governor, LABUAN, 17th February, 1902. [206d]

BRITISH NORTH BORNEO. WANTED. AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state salary required to DIRECTOR OF PUBLIC WORKS, SANDAKAN, 3rd February, 1902. [151d]

WANTED. A YOUTH to act as JUNIOR REPORTER, one with a knowledge of Shorthand preferred. Apply by Letter to "JOURNALIST" C/o This Office. Hongkong, 8th March, 1902. [296d]

WANTED. IN KOWLOON, Three Rooms with use of Kitchen and Bathroom, or to share a house. Apply to "F.E.S." C/o H.K. Telegraph Office. Hongkong, 25th January, 1902.

Intimations.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

RAINIER BEER

to all others—the whole world has it and likes it.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901. [19]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the undersigned, being Sole Agents for **DR AUER VON WELSBACH Co., VIENNA,**

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS! **KRUSE & Co., CONNAUGHT HOUSE.**

954c] **W. BREWER & Co.**

PING PONG OR TABLE TENNIS.

\$4.50. \$6. \$7.50. \$10. [34d]

Hongkong, 15th March, 1902.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-

country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & Co. [733c]

Hongkong, 29th March, 1902.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai. [21]

12th October, 1898.

WING CHEONG. DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS SILKS, CARVED IVORYWARE, AND GRASSCLOTHS AND GENERAL EXPORTERS.

No. 35, Queen's Road Central, Next Door Messrs. LANE, CRAWFORD & Co. [1256c]

Hongkong, 20th November, 1901.

WORTH A GUINEA A BOX. **BEECHAM'S PILLS** FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS per Box.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England. SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road, Central Hongkong. [12]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 44 & 46, Queen's Road Central. [13]

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF "ICE HOUSE," 11, Ice-House Road. [14]

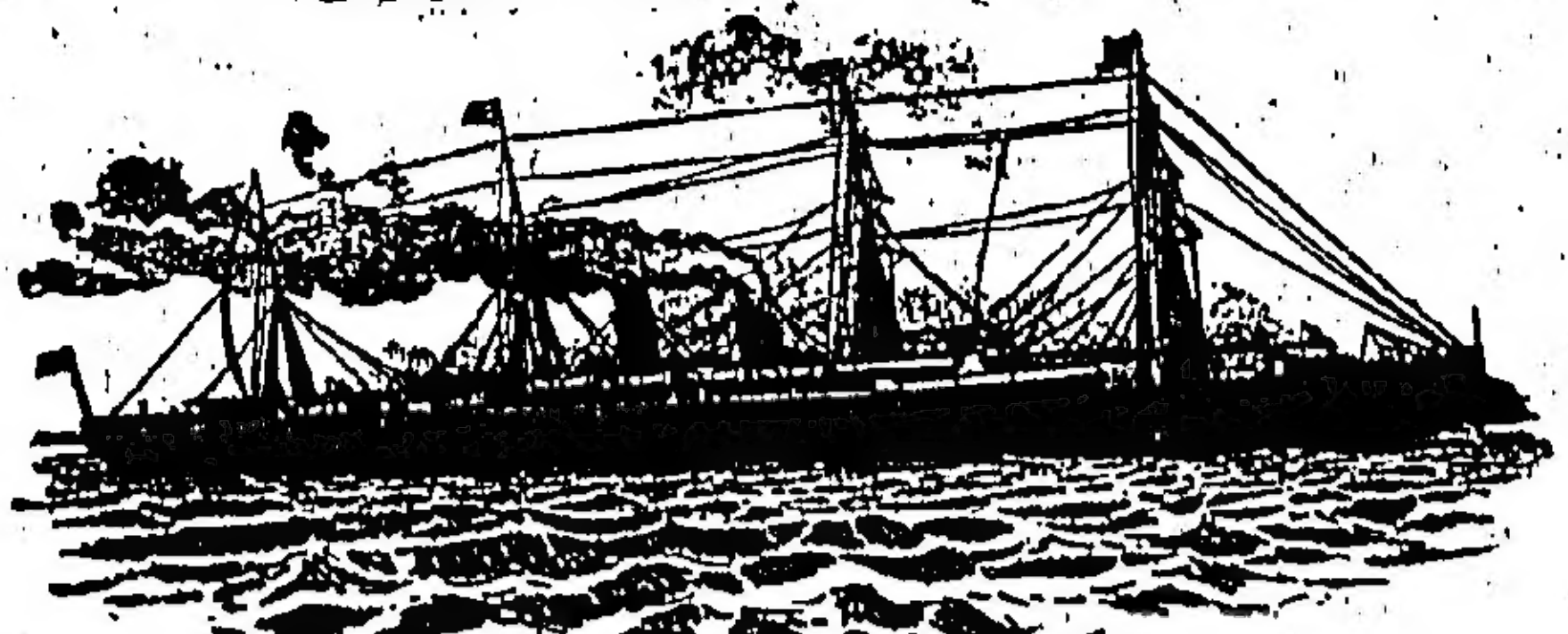
IS now in position, in his New and Commodious Premises, to eclipse, as he believes, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROTES AND VIEWS especially. Hongkong, 22nd September, 1901. [15]

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England. SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road, Central Hongkong. [12]

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Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 18th March, at Noon.
"DORIC"	TUESDAY, 25th March, at Noon.
"NIPPON MARU"	THURSDAY, 27th April, at Noon.
"PERU"	FRIDAY, 11th April, at Noon.
"COPTIC"	SATURDAY, 19th April, at Noon.
"AMERICA MARU"	TUESDAY, 29th April, at Noon.

THE P.M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of 1/4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

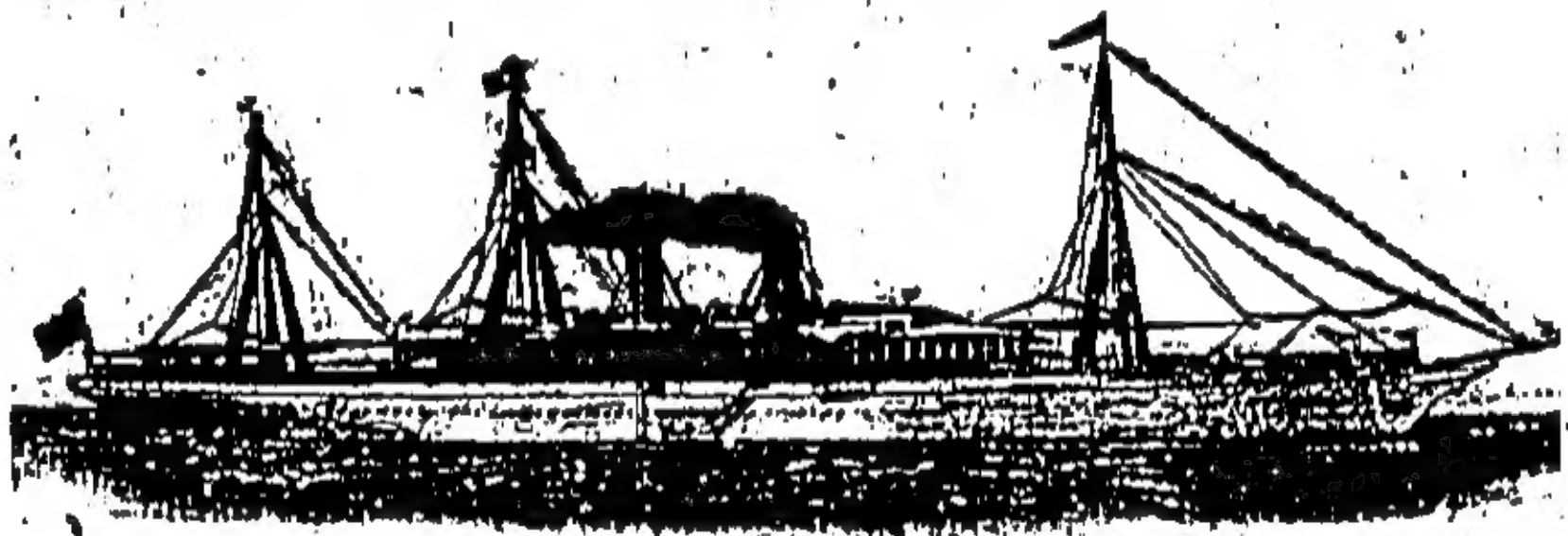
Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchandise Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 8th March, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 2nd April.
R.M.S. TARTAR	Comdr. E. Beecham, R.N.R.	WEDNESDAY, 16th April.
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 23rd April.
EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 24th May.
R.M.S. ATHENIAN	Comdr. H. Mowatt	WEDNESDAY, 21st May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return Tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 12th March, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARMENIA	GENOA and HAMBURG (Calling at SINGAPORE).	25th Mar.
KONIGSBERG	MARSEILLES, HAVRE & HAMBURG (Calling at SINGAPORE and PENANG).	26th Mar.
BAMBERG	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	9th April.
ADRIA	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).	23rd April.
SEGROVIA	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	7th May.
POERCK	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).	21st May.
SAXONIA	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).	4th May.
JAAGER	NEW YORK via SUEZ CANAL.	8th April.
ARAGONIA	For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.	

Hongkong, 1st March, 1902.

UNCLAIMED LETTERS AT THE
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Arzer, Tuan	Emmanuel & Co.
Ah Fook	Eddy, F. W.
Allaraki, Sate	Ezekiel, A. R.
Adamsen, Mrs. Hans	Ellis, T. W. S.
Ah Pooi	Ellis, Vivian
Allahditta Khan	Evenburg, Mrs.
Abdul Hasan	Ezekiel, Isaac Zachariah
Alversing, Mr.	Frankie, C.
Anderson, W. A.	Foster, Capt. W. L.
Anderson, Mrs. A. J.	Foster, N. A.
Anelino, Miss L.	Francisco, Signor
Apice, G. D.	William
Alfred, Mrs.	F. uz, F. de la
Andersen, K.	ler, J. S.
Allix, Maurice	Fenton, C.
Addies, M.	Finleyson, C.
Ah Yau	Fisher, H. W.
Alaraka Sinaid	Falkiner, Dr. A. C.
Abad, Miss I.	Fitzgerald, T. J.
Arndt, E. J.	Ferry, G. B. del
Anderson, J. W.	Firth, F. N.
American Commercial	Forest, Miss L.
Co., Ltd.	Foye, Mrs. A. L.
Abade, I. E.	French, Dr. F.
Bishan Singh	Fazal Din
Browning, S. J.	Fitzgerald, Miss
Browne, F. W.	Fernandes, I. A.
Brand, S.	Featherstone, Miss E.
Brown, Geo. W.	Ferrier, Jas.
Brown, Miss K.	Ford, Mrs. R. A.
Bell, Jack	Frangon, E. L.
Bela Singh	Gary, J.
Babonneau, M.	Golla Mahomed
Baboo C. Malai	Grey, F.
Black, G.	Graham, Mrs. M.
Brown & Co., Messrs.	Garcia, Francisco
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Beliste, L. J.	Grickus, M.
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Bowditch, J.	Goodkoop, J. R.
Borne	Gwan, T.
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Buckiell	Herman, J.
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Bell, Mrs.	Higgen, M.
Bree, Conrad de	Hoffmann, G. M.
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Capt. Chis	Hibbard, B. J.
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Chander Singh	Isaac, Aboddy
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Dunn, F. J.	Kubota, Miss S.
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Durstone, R. S.	Kerr, J.
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Dehlfen, H.	Kistner Alfred
Ditlovan, Capt.	Kerphaw, E. P.
Dickson, R. C.	Kollinger, A.
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Do Ath & Coy, Messrs.	Lau, Fing Hang
Dunn, F. E.	Lachman, Singh
Dawson, Mrs. R.	
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Lillie, J. J.	Swanney, John
Lenoel, Mon.	Stretton, D.
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Lewis, G. W.	Shiffle, Miss E.
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Long, L.	Silva, J. P. da
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Li Piu Lam	Silva, Arminda A. da
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THE RATS ORDINANCE.

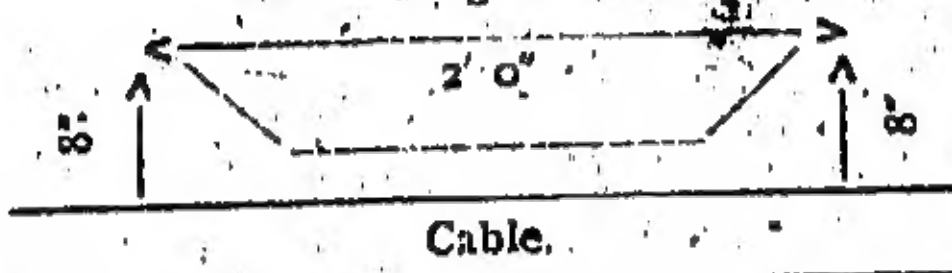
The following Regulations made by the Officer Administering the Government in Council, on the 11th day of March, 1902, under the provisions of The Rats Ordinance, 1902, are published in the *Gazette*—

In these Regulations, unless the context otherwise requires, the word "Ship" means any description of vessel used in navigation not propelled by oars, except junks or Lorchas not propelled by steam.

To prevent rats on board ship coming on shore, and the shore rats from getting on board ship—

- (1) All cables, hawsers, and ropes used for mooring ships alongside any wharf, or passing between the ship and the shore, and all shores used for securing ships in dock, must (when such shores are within a distance of 12 inches from any open port or other opening in the ship's side, or within 12 inches of the gunwale or rail) have fastened on them a funnel-shaped appliance consisting of a tube of iron or other metal about 2 feet in length, with a trumpet-like flange. This trumpet-like flange must be double, in order to prevent the rats from passing either way along the cable, and each flange must extend at least 3 inches clear of the rope or cable. The cable or rope must be passed through the tube and the intervening space filled up.

Diagram.



- (2) All openings through which ropes pass from the ship to the wharf, or shore, must be stopped up, and all such ropes must be daily tarred to a distance of 6 feet from the ship and the shore respectively.

- (3) Bows or Gangways for cargo, are to be disconnected from the ship while cargo is not being worked over them, other Bows or Gangways must also be kept disconnected between sunset and sunrise, except when required to be used by persons coming on board or leaving the ship.

- (4) From sunset to sunrise, a bright light must be kept burning at each end of every Bow or Gangway, so long as it connects the ship with the shore or wharf.

To prevent rats from entering buildings—

- (5) It shall be lawful for the Sanitary Board to serve a notice on the owner of any premises, requiring him to fill up with cement, or other material to be approved by the Board, all rat-runs and other similar holes in the brickwork, stonework or flooring of any building, and to provide suitable gratings for all ventilating openings, with a view to the exclusion of rats from such building.
- (6) Any person failing to comply with such notice within a reasonable time, which is to be specified in the notice, shall be liable to a penalty not exceeding one hundred dollars.

Council Chamber, R. F. JOHNSTON, Acting Clerk of Councils.

PIRACY IN 1901.

In his annual report for last year the Acting Captain Superintendent of Police says—

At 2 p.m., on the 22nd June, while a fishing junk belonging to Tung Ping Fu was at anchor off Sam Chau Island, five men armed boarded her, put the crew ashore, weighed anchor and sailed away with her. The junk was afterwards found at Macao. Four men were arrested at Macao and extradited to Hongkong. Two were convicted and sentenced to 10 years' hard labour and two were discharged.

At 6 p.m., on the 29th October, while the steam launch *U. Fat* was at anchor at Tai O, nine men armed boarded her from small boats, weighed anchor, and steamed up the Canton River, robbing a coal junk on the way of several tons of coal. They proceeded up the East River, their probable intention being to use the launch to rob junks and passage boats. Their plans were thwarted, however, by the launch accidentally running aground near Tung Kun. They thereupon left her and the crew regained possession and brought her back to Hongkong. Only a few articles of small value were stolen. This launch carried passengers regularly between Hongkong and Tai O. No trace of the robbers was found.

Owing to the number of robberies which occurred on launches in 1900 by armed robbers disguised as passengers, special legislation was introduced compelling launch owners to provide adequate protection to the crews and passengers against surprises, and to prevent armed robbers obtaining access to launches under the guise of ordinary passengers. It is satisfactory to record that these measures have proved effective, no case of this nature occurring during 1901. (In the case of the *U. Fat* mentioned above the passengers had all gone ashore and the watchmen had laid aside their arms and were off duty. The lives and property of passengers, which the special measures were framed to protect, were not therefore involved.)

YUAN SHIH-KAI AND THE CHINESE ARMY INTERPRETERS.

The Chinese interpreters who served with the foreign troops in the North during the boxer troubles are said to be cruel in their treatment of the native sufferers. They allied with the

rank and file of the different troops and went with them to the outlying districts and villages to extort money. Somebody has worked up Yuan Shih-kai against these interpreters and H.E. says that he will take severe measures against them directly upon the withdrawal of the Allied forces. This news has reached the ears of the interpreters and they are very much scared by it. Some of them, in order to exempt themselves from the Viceroys' anger have already become naturalized under foreign flags. —*Shanghai Times*.

RUSSIA ESTABLISHING CUSTOM HOUSES OVER THE SIBERIAN FRONTIERS.

A traveller from Manchuria says that Russia has built a line of Custom Houses beyond her Siberian Frontiers to the extent of 100 miles, notwithstanding her open declaration which she made to the Powers at the beginning of the Boxer uprising that she would not take advantage of the Boxer complications to obtain territorial advantages. Her recent movements tend to show a permanent occupation of the territories now occupied by her forces. Nothing but the strong interference of the Powers can prevent the annexation of Manchuria, the Chinese say.

BREACH OF QUARANTINE REGULATIONS.

On the 1st instant in the Danish Consular Court, Bangkok, before the Acting Consul (Mr. A. G. Lyssakovsky) and the Vice Consul (Mr. W. F. Jacobsen), a charge was heard of breach of the Quarantine regulations, preferred by the Medical Officer of Health against Mr. F. Hagen, master pilot of Bangkok.

The nature of the offence was that he went on board the s.s. *Diamante* lying outside the Bar, and went from there on board the s.s. *Singapore* along with the captain of the *Diamante* before the latter vessel had complied with the regulations. The *Diamante* had come from Hongkong.

Mr. Gibbins appeared to prosecute. The defendant denied any wilful breach of the Quarantine regulations, but he admitted going from the *Diamante* to the *Singapore* before the former boat had obtained pratique. When he went on board the *Diamante* the pilot had no idea where she was from. The captain asked as to crossing the Bar, but the pilot replied that she was too deep and would have to wait for a few days for the high tides. The captain asked what he should do; the pilot, however, would not advise, but thought there could be no objection to the captain taking the bill of health and ship's papers to the Quarantine officer at Paknam. He then went with the captain to the *Singapore*.

The Court imposed a fine of Tcs. 10, the amount being small because it was the first offence, and in view of the fact that the defendant might not have been aware that he was acting contrary to the regulations.

N. D. LLOYD ORIENT LINES.

CHANGES IN COMMANDERS.

The *Steam Observer* learns that the under-noted changes have been recently made in the list of commanders of the steamers of the North German Lloyd Orient Line, viz.—*Phra Chula Chom Klao*.—Captain Kumpel (late first officer *Koh-i-Chang*) vice Captain, Unsworth, retired. *Phra Chom Klao*.—Captain Schultz (late first officer, *Rafaburt*) vice Captain Morris, retired. *Chow Fa*.—Captain Kohler (late first officer, *Chow Fa*) vice Captain Musing, gone home. *Keong Wai*.—Captain Leuss (late Captain, *Koh-i-Chang*) vice Captain von Riegen, vice Captain Hsing, gone home. *Koh-i-Chang*.—Captain Spiessen (late first officer, *Rafaburt*) vice Captain Leuss, transferred to the *Keong Wai*. *Tai Chow*.—Captain Ilesmann (late first officer, *Tai Chow*) vice Captain Reher, transferred to the *Tsin-Tai*. *Tsin-Tai*.—Captain Reher (late Captain, *Tai Chow*) vice former Captain, resigned. *Wong Koi*.—Captain Koch (late first officer, *Wong Koi*) vice Captain Bartling, transferred to office at Hongkong. *Devawongse*.—Captain Harries, vice Captain Textor, gone home.

NON-SUCCESS OF THE SIBERIAN RAILWAY.

The list of departures of steamships from Odessa to the Far East during 1902, which has just been published, affords the best proof of the failure of the Trans-Siberian Railway as the chief route for merchandise to China and Japan. The ships of the Russian Volunteer fleet will make just as many trips to the Far East this year as last year. The same thing may be said of Messrs. MacNabb, Rougier, and Co., and of the Russian Navigation and Trade Company.

The completion of the Trans-Siberian Railway has not made any perceptible difference in the quantity of goods shipped from Odessa to the Far East, and there is at present no prospect of the railway becoming a serious competitor of the sea route. Merchants and manufacturers will not take the risk of having their goods shunted along the overland route for from three to five months when they know that the transport by sea is only a matter of fifty days. The cost, too, is considerably less by sea than by the overland route. This means that the Trans-Siberian Railway is not a financial and commercial success though, as the Vienna correspondent of the *Post* points out, its strategic value is enormous. The railway would have to yield an annual revenue of at least £3,000,000 to become a profitable undertaking, and there seems to be no doubt that many years will elapse before this is possible.

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Office: 9, Queen's Road Central.

Hongkong, 8th November, 1901.

NOTICE.

THE SECOND VOLUME OF BOX'S EXCHANGE TABLES with Rates in 1/16ths from 1/101 to 1/160 down to 1/160, is now in the bookbinders' hands and will be published next week. These Tables, which run in columns of 100, from 1/100 down to 1/160, and from 1/160 down to 1/160, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds, and to get the value in Sterling of any sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879.17.11 into Dollars at Exchange 1/10 1/16—

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70. 0. 0 = 761. 473

9. 0. 0 = 97. 904

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671 = 1. 1. 2. 13

£879. 17. 11. 00

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\$9,000.000 = £827. 6. 10. 8

500.000 = 45. 10. 3. 4

70.000 = 6. 8. 8. 6

1.000 = 1. 10. 1. 0

600 = 1. 1. 3

70 = 1. 9

11 = 1

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Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully rechecked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Subscriptions for this and the previous volume may be sent to the *Daily Telegraph* Office, Price 5/6 per copy.

Hongkong, 10th February 1902. [175D]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRIMA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DIMMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES, ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1906. [138]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 14th March, 1902. [12]

ST. JOSEPH'S COLLEGE, HONGKONG.

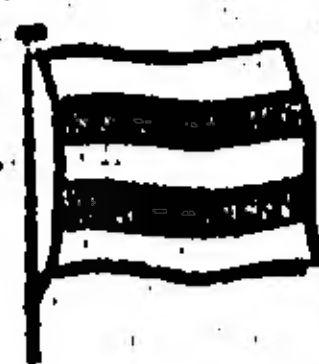
OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity. THE CHRISTIAN BROTHERS.

Hongkong, 22nd November, 1901.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
RIOJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA KOBE and YOKOHAMA	THURSDAY, 20th Mar., at 1 P.M.
IDZUMI MARU	BOMBAY, VIA SINGAPORE and PENANG	FRIDAY, 21st Mar., at Noon.
C. H. Butler	PARAN, MANILLE, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLON and PORT SAID	SATURDAY, 22nd Mar., at Daylight.
SANUKI MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 24th Mar., at 4 P.M.
IYO MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 25th Mar., at Noon.
HIROSHIMA MARU	KOBE and YOKOHAMA	About FRIDAY, 28th Mar., at Noon.
INABA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 28th Mar., at Noon.
KAGOSHIMA MARU	COLOMBO, KAGOSAKI, KOBE and YOKOHAMA	FRIDAY, 28th Mar., at Noon.
K. Kori	HAMA	FRIDAY, 28th Mar., at Noon.
YAWATA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 7th April, at 4 P.M.
KINSHU MARU		
F. L. Fyne		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

[5]

Hongkong, 15th March, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 24th March, 1902, at 1 P.M., the Company's Steamship "OCEANIE," Captain Schmitt, with Mails, Passengers, Specie, and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Annam*, which vessel takes on her Passengers and Mails leaving that Port on the 5th April, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London, as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 23rd instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 13th March, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
<i>Brasmar</i>	3,601	W. Wait	Mar. 26
<i>Olympia</i>	3,837	J. Truebridge	April 3
<i>Glenage</i>	3,750	G. E. Warner	April 10
<i>Duke of Life</i>	3,821	J. S. Cox	May 10

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent. Two trans-continental trains daily from TACOMA. DINING CAR is attached to PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYBA and ST. MICHAEL. Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 15th March, 1902.

DROZ & Co., WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864.

ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS. TRADE MARKS: MAXIM, BERNA, &c.

REPAIRING WATCHES AND CLOCKS by competent European experts at Moderate Rates.

No. 10, QUEEN'S ROAD CENTRAL. Hongkong, 14th May, 1901.

[1466]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, CONTINENTAL and AMERICAN PORTS.

THE "ORIENTAL," Captain F. N. Tildard, carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON (DIRECT), on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 15th March, 1902.

[14]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHANSHI".....	24th March.
do	"WHAMPOA".....	27th March.
MANILA	"TAIYUAN".....	29th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIYUAN".....	29th March.
NINGPO and SHANGHAI	"KIUKIANG".....	31st March.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"PROMETHEUS"	19th March, 1902.
"	"DIOMED"	26th " "
"	"MACHAON"	3rd April, " "
"	"IXION"	11th " "
"	"ACHILLES"	17th " "

HOMEWARDS.

FOR LONDON.

"ULYSSES".....	18th March, 1902.
"ANTENOR".....	1st April, "
"DARDANUS".....	15th "
"DIOMED".....	29th "
"MACHAON".....	13th May, "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).	
"TYDEUS".....	18th March, 1902.
"CALORAS".....	9th April, "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship "INDRAVELLI" will be despatched for PORTLAND (OR.) on or about the 16th April.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
Hongkong, 17th March, 1902. [1266c]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING.....	"MAIZURU MARU"	T. Saito	WEDNESDAY, 19th March.
FOR TAMSUI.....	"DAIGI MARU"	T. Kitano	SUNDAY, 23rd March.
FOR FOCHOW.....	"ANPING MARU"	K. Sudzuki	WEDNESDAY, 26th March.
FOR TAMSUI.....	"DAIJIN MARU"	T. Ogata	SUNDAY, 30th March.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Quay at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage and further information, apply to

THE MITSUI BUSSAN KAISHA,
Agents. [1379c]

Hongkong, 17th March, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"
Captain Ellis, will be despatched as above, on THURSDAY, the 20th instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th March, 1902. [1264d]



TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN
HONGKONG AND MANILA
IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"
3,765 Tons.

Captain Tate, will be despatched hence for MANILA, on or about MONDAY, the 24th instant, at 11 A.M.
Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents,
Prince's Buildings,
Ice House Street.
Hongkong, 13th March, 1902. [171d]

For Sale.

FOR SALE.
500 YARDS RED SERGE.
YARDS BLUE SERGE.
For further Particulars, apply to
THE QUARTER MASTER,
Hongkong Regiment,
Hongkong, 15th March, 1902. [1320d]

Consignees.

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.
THE N.D.L. Steamship

"FREIBURG,"
Captain Prosch, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forward unless notice to the contrary be given before 5 P.M., TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 19th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 12th March, 1902. [1312d]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.
THE Steamship

"TRIESTE,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Office of the Undersigned before Noon, on the 20th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.

Hongkong, 13th March, 1902. [170d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM LONDON, PORT SAID, SUEZ, BOMBAY, DUMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:
From London, &c., ex S.S. Britannia.
From Persia, &c., ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.
From Calcutta, ex S.S. Palawan.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWITT,
Superintendent.

Hongkong, 15th March, 1902. [14]

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.

No. 4, Queen's Road Central.
Hongkong, 3rd January, 1902. [126]



Kananga Water is the most delightful Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery

RIGAUD'S KANANGA EXTRACT

RIGAUD'S WHITE ROSE

RIGAUD'S MELATI EXTRACT

RIGAUD'S IKORA D'AFRIQUE EXTRACT

RIGAUD'S LILY OF THE VALLEY EXTRACT

RIGAUD'S YLANGYLANG EXTRACT

RIGAUD'S BANTAM EXTRACT

RIGAUD'S JASMINE or Chamelle EXTRACT
8, RUE VIVIERNE, 8, PARIS

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—1, ICE HOUSE ROAD.

For full Particulars, &c., &c.,
Apply to

S. J. GODWIN,
Acting Manager.

Hongkong, 29th January, 1902. [92]

CLARKE'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [128]

WO SHING.

PRINTER, BOOKBINDER

AND

RUBBER STAMP

MANUFACTURER.

Moderate Prices.

No. 29, Pottinger Street.

Hongkong, 28th January, 1902. [121d]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

CELESTY BURRILL, British ship, Jeffrey—Order, HELM H. VVMAN, American ship, Vanoha.

—Anhold, Karberg & Co.

THE ANGLO-JAPANESE AGREEMENT.

PRESS OPINIONS.

"THE TIMES."

It makes for the preservation of peace in the Far East and all over the world.

"STANDARD."

The outcome and the embodiment of a policy which has been assiduously and successfully upheld.

"DAILY TELEGRAPH."

The treaty is in no way aggressive. It seeks to dispose of the territories of others neither now nor at any future date.

"DAILY CHRONICLE."

Marks an epoch in world history. Our isolation, splendid or otherwise, is forsaken for a dual alliance.

"STAR."

Better far an understanding with Russia than an alliance against her.

"WESTMINSTER GAZETTE."

looks like a rather hasty answer to European hostility.

"ST. JAMES'S GAZETTE."

Seeing that the declared objects of the agreement are wholly directed to securing protection for the subjects of the two Powers in China, and equal facilities to all for trade, the policy appears to us to be admirably conceived.

"PALL MALL GAZETTE."

It clears the air; it shows the whole world how the case stands; it warns off all possible disturbers of the world's peace.

Shipping.

Arrivals.

SUISANO, British steamer, 1,776, E. J. Tadd, 16th Mar.,—Singapore 8th Mar., General.

Jardine, Matheson & Co.

TAICHOOW, German steamer, 855, H. Ilse, 16th Mar.,—Bangkok 9th Mar., Rice and Wood.—Butterfield & Swire.

EASTERN, British steamer, 3,500, Winthrop, 16th Mar.,—Kobe 11th Mar., General.

Gibb, Livingston & Co.

PROGRESS, German steamer, 687, H. Meyer, 15th Mar.,—Touane 13th Mar., Ballast.

Siemssen & Co.

EMMA LUYKEN, German steamer, 1,049, L. Schall, 16th Mar.,—Hollo 12th Mar., Sugar and Wood.—E. A. Trading Co.

NEW YORK, American flag, 8,413, R. M. S. MacKenzie, 16th Mar.,—Cavite, P. I.

13th March.

ELSA, German steamer, 1,702, P. Schöngardt, 16th Mar.,—Canton 16th March, Coal.

Shewan, Tomes & Co.

SANDAKAN, German steamer, 1,374, A. Brand, 16th Mar.,—Sandakan 11th Mar., Timber.—Melchers & Co.

LOONGMOON, British steamer, 1,092, G. S. Weigall, 16th Mar.,—Manila 13th Mar., General.—Jardine, Matheson & Co.

LOONGMOON, German steamer, 1,245, F. Schulz, 16th Mar.,—Shanghai 12th March, General.—Siemssen & Co.

ZAFIRO, British steamer, 1,611, A. Ramsay, 16th Mar.,—Manila 13th Mar., General.—Shewan, Tomes & Co.

HAITAN, British steamer, 1,183, J. S. Roach, 16th Mar.,—Fochow 13th Mar., Amoy 14th, and Swatow 15th, General.—Douglas, Lapraik & Co.

PAK LING, British steamer, 2,875, Conrad, 16th Mar.,—Shanghai 13th Mar., General.—Dodwell & Co., Ltd.

CARL DIEDERICHSEN, German steamer, 774, H. Bendixen, 16th Mar.,—Haiphong 13th Mar., and Pakhoi 14th, General.—Jebsen & Co.

CHUYEN, American str., 1,211, H. Sleeman, 16th Mar.,—Shanghai 12th Mar., General.—C. M. S. N. Co.

UIJSSES, British steamer, 2,281, J. Edmondson, 16th Mar.,—Shanghai 13th March, General.—Butterfield & Swire.

NANKIN, British steamer, 2,557, C. J. Benton, R.N.R., 17th Mar.,—Singapore 10th Mar., Twist and Cotton.—P. & O. S. N. Co.

DORIC, British steamer, 2,691, Harry Smith, R.N.R., 16th Mar.,—San Francisco 15th Feb., Honolulu 23rd, Yokohama 8th Mar., Kobe 9th, Nagasaki 11th, and Shanghai, (Woojung) 14th, Mails and General.—O. & S. S. Co.

MARISTON, British steamer, 2,268, J. C. Prout, 17th Mar.,—Manila 14th Mar., General.—Dodwell & Co., Ltd.

ELC, Norwegian steamer, 708, A. E. Marcusen, 17th Mar.,—Sourabaya 1st March, Sugar.—Order.

LOVAL, German steamer, 1,237, F. Weidlich, 17th Mar.,—Sourabaya 1st March, Sugar and General.—Sander, WIELER & Co.

SIMONGAN, Dutch steamer, 1,102, E. Farrell, 17th Mar.,—Samarang 6th Mar., Sugar.—Yuen Fat Hong.

Clearances at the Harbour Office.

Bjorn, Norwegian str., for Swatow.

Chiyen, American str., for Canton.

Kongam, British str., for Canton.

Uka Verde, Portuguese str., for Macao.

La Rhone, French str., for Canton.

Maristow, British str., for Shanghai.

Hanoi, French str., for Hoihow.

Elta, German str., for Hongay.

Loongmoon, German str., for Canton.

Hansa, German str., for Saigon.

Hongay, British str., for Amoy.

Haitan, British str., for Swatow.

Progress, German str., for Tounan.

Departures.

Mar. 16, Malta, British str., for Shanghai.

Mar. 16, Daitan, British str., for Swatow.

Mar. 16, Freiburg, German str., for Shanghai.

Mar. 16, Hainan, British str., for Swatow.

Mar. 16, Wingang, British str., for Canton.

Mar. 17, Bygdo, Norwegian str., for Chetoo.

Mar. 17, Hanoi, French str., for Pakhoi.

Mar. 17, Loongmoon, German str., for Canton.

Mar. 17, Kowloon, Ger. str., for Vladivostok.

Passengers—Arrived.

Per Eastern, from Kobe—Miss E. G. Long, and Capt. Davis.

Per Loongmoon, from Manila—Mr. T. Cross, and 1

CHINA COAST METEOROLOGICAL REGISTER.

1. *Journal of the American Medical Association*, 1997; 278: 1039-1044.

